

AGN. NO.

MOTION BY SUPERVISOR HILDA L. SOLIS

October 6, 2015

On October 28, 2014, the County Board of Supervisors (Board) approved the LA Plaza Cultura Village Project (Project), a mixed-use development that would provide much-needed housing, destination and neighborhood-serving retail, and high-quality jobs for local residents, revitalize an underutilized portion of the El Pueblo District while increasing pedestrian connections from Union Station through downtown Los Angeles, and facilitate the development of cultural resources. The Board found that the Project will support the social needs of the County's population and serve vital public purposes.

Prior to the Board's approval of the Project, it was discovered that the Project required more land located at the south end of the County's Parking Lot 21 (City Parcel), which belongs to the City of Los Angeles (City). Accordingly, in connection with its approval of the Project, the Board approved the use of \$150,000 of County funds to acquire the City Parcels.

County owns an approximately 4,093 square foot lot in the middle of the City's Parking Lot Number 2 (County Parcel) and the City owns property on Republic Street

HOA.1250916.1

MOTION

SOLIS \_\_\_\_\_

RIDLEY-THOMAS \_\_\_\_\_

KUEHL \_\_\_\_\_

KNABE \_\_\_\_\_

ANTONOVICH \_\_\_\_\_

that the cultural center uses for emergency vehicular access over which the County wishes to obtain a reciprocal easement. In each case, it appears that these remnant islands of County land are the result of defects in title arising from the realignment of local streets several decades ago.

The County's Interim Chief Executive Officer (CEO) and the City's Chief Administrative Officer have mutually determined that swapping these parcels of land would result in more logical patterns of ownership for both the City and the County, ultimately improve the efficiency of operations for both jurisdictions, and facilitate economic and housing development by enabling the Project to expeditiously move forward.

In order to promptly complete the property transfer described above, on June 24, 2015, the City Council approved the action related to the acquisition of the County's Parcel and disposition of the City owned property to facilitate the development of the Project.

This motion is intended to amend the October 28, 2014 Board action to authorize all actions necessary to complete this full property transaction between City and County.

The second purpose of this motion is to update the Board and request authorization to accept an offer from La Plaza Partners, LLC, and the LA Plaza de Cultura y Artes Foundation to increase and introduce deeper affordability for housing in the Project in light of the County's severe affordable housing crisis. This motion also seeks to clarify the Project's retail tenant mix and laudable local hire and living wage goals.

In consideration for these new public benefits and the City's action on the

property transfer set forth above, the Board should authorize and instruct the Interim CEO and all other appropriate County Departments, including the Community Development Commission of the County of Los Angeles (Commission), to immediately take all actions necessary or helpful to implementing the Project, as expeditiously as possible.

**I, THEREFORE, MOVE,** that the Board of Supervisors:

1. Certify that the attached Addendum to previously certified Final Environmental Impact Report for the LA Plaza Cultura Village Project has been completed in compliance with the California Environmental Quality Act and reflects the independent judgment and analysis of the County; find that the Board has reviewed and considered the information contained in the Addendum and the Final Environmental Impact Report prior to approving the recommended actions as revised on the Project and adopt the Addendum.
2. Determine that in accordance with Section 26227 of the Government Code, the recommended actions will fund programs necessary to meet the social needs of the population of the County that will serve public purposes, and that in furtherance of those programs the County is making available real property to carry out and finance the programs, which real property is not, and during the term of the lease with the non-profit LA Plaza de Cultura y Artes Foundation, will not be needed for County purposes.
3. Approve revisions to the previously approved transaction documents to conform to proposed refined Project description and term revisions as set out in the attached Term Sheet, including but not limited to an amendment as

needed to the Master Lease between the County and the LA Plaza de Cultura y Artes Foundation, including without limitation the form of Sublease from the LA Plaza de Cultura y Artes Foundation to LA Plaza Partners, LLC, and the form of Option to Sublease Agreement between the LA Plaza de Cultura y Artes Foundation and LA Plaza Partners LLC and appropriate recordable covenants .

4. Delegate authority to the CEO to approve revisions to the previously approved Schematic Design Drawings for the proposed Project conditioned upon final approval of a revised site plan by the Department of Regional Planning.
5. Authorize all actions necessary to complete the property transaction negotiated by the CEO to acquire City property necessary for the Project (including an easement for emergency access) conditioned upon a swap for County surplus property to be transferred to the City, in addition to a payment of \$150,000.
6. Confirm a delegation of authority to the CEO to execute the final transaction documents, upon approval as to form by County Counsel, as drafted and amended to reflect the revised terms and to take any other actions and execute any other documents consistent with and/or necessary for the implementation of the foregoing approvals.
7. Designate the Commission to act as the agent of the County for monitoring compliance of affordable housing, tenant retail mix, hiring goals and requirements, and payment of living and prevailing wages for the Project, and

take any other actions necessary and execute related documents to effectuate monitoring of the Project.

**I FURTHER MOVE THAT THE BOARD OF SUPERVISORS, ACTING AS THE COMMISSIONERS OF THE COMMUNITY DEVELOPMENT COMMISSION:**

1. Authorize the Commission's Executive Director, or his designee, to execute, and if necessary, amend or terminate, after review and approval by County Counsel, any agreements with County and/or the LA Plaza de Cultura y Artes Foundation necessary to monitor compliance of affordable housing, tenant retail mix, hiring goals and requirements, and payment of living and prevailing wages for the Project, and take any other actions and execute related documents necessary to effectuate monitoring of the Project.

.

# # #

HLS:rh

# **ADDENDUM TO CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT**

---

---

LA PLAZA CULTURA VILLAGE PROJECT  
State Clearinghouse No. 2014031061

Lead Agency: County of Los Angeles  
c/o Interim Chief Executive Officer

**SUBJECT: Addendum to the LA Plaza Cultura Village Project Final EIR Documenting Minor Refinements to the Proposed Project and Evaluation of Associated Environmental Impacts (Project No. R2014-00619/Environmental Assessment No. RENV201400051)**

## **Introduction**

The California Environmental Quality Act (CEQA) requires environmental review of all projects to determine whether there may be a significant impact on the environment. This report is an Addendum to the Final Environmental Impact Report (Final EIR) for the LA Plaza Cultura Village Project. The Final EIR was certified and the project was approved by the Los Angeles County Board of Supervisors (Board) in October 2014. Pursuant to Section 15164 of the State CEQA Guidelines (CEQA Guidelines), the purpose of this Addendum is to document modifications to the LA Plaza Cultura Village Project that have occurred subsequent to the certification of the Final EIR, which is incorporated herein by reference as part of the analysis for this Addendum.

The project site is located in the northern portion of downtown Los Angeles on two blocks entirely within the City of Los Angeles corporate boundaries. The project site, which occupies approximately 3.7 acres, consists of two surface parking lots located on both sides of North Broadway bounded on the north by Cesar E. Chavez Avenue, on the west by North Hill Street, on the east by North Spring Street, and on the south by open space and U.S. Highway 101 (US-101) northbound on- and off-ramps.

There have been minor modifications resulting from the advancement of more detailed project design since certification of the Final EIR. This Addendum evaluates whether implementation of the proposed project modifications would result in new significant impacts or increase the severity of previously identified significant environmental effects under CEQA. CEQA provides, in Section 21166 of the Public Resources Code, that once an EIR has been prepared for a project, no subsequent or supplemental EIR is to be prepared unless one of the following circumstances occurs:

- a. Substantial changes are proposed in the project that will require major revisions to the environmental impact report;
- b. Substantial changes have occurred with respect to the circumstances under which the project is being undertaken, which will require major revisions to the environmental impact report; or
- c. New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, has become available.

Pursuant to Section 15164 of the CEQA Guidelines, the County as lead agency shall prepare and Addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions in CEQA Guidelines Section 15162 have occurred. Sections 15162 through 15164 of the CEQA Guidelines, this Addendum, together with the certified Final EIR and other supporting documentation, will serve as the basis for the CEQA review of the proposed project modifications. This Addendum supports the determination that none of the proposed project modifications represent substantial changes to the project and concludes that these modifications would not result in new significant impacts, or result in previously identified significant effects that would be substantially more severe than shown in the previously certified Final EIR. With implementation of mitigation measures identified in the Final EIR, the impact conclusions presented in the Final EIR would remain unchanged. Accordingly, the preparation

of a subsequent or supplemental EIR is not required and that the preparation of an Addendum pursuant to Section 15164 of the CEQA Guidelines is appropriate.

No circulation of this Addendum for public review is required by CEQA per Section 15164(c) of the CEQA Guidelines.

### **Approved Project**

The project addressed in the certified Final EIR and approved by the Board consisted of a lease agreement between the County of Los Angeles and the LA Plaza de Cultura y Artes Foundation (Foundation) to permit the development and use of a mixed-use, transit-oriented, infill development totaling up to 425,000 square feet (sq. ft.), including up to 345 residential units (for lease), with 20 percent of those reserved as residential units affordable to moderate-income households. Additional components would include up to 55,000 sq. ft. of visitor-serving retail, including, but not limited to, a restaurant, a cafe, other food services, and a "commissary" or shared commercial kitchen space for culinary demonstrations and use by small businesses. These visitor-serving uses were intended to complement the Olvera Street retail and restaurant businesses. The proposed project would create outdoor spaces programmed to encourage pedestrian activity.

The project also proposed a historic paseo to link Union Station through the shops and restaurants on Olvera Street, through the El Pueblo de Los Angeles Historic District and LA Plaza, and extending to the Fort Moore Pioneer Memorial on North Hill Street; a rooftop restaurant and garden; bicycle amenities; and up to 786 parking spaces, including up to 150 replacement parking for the spaces that would be removed by the project and that would be made available to County employees.

To clarify ownership of the project site and property transactions necessary to complete the project as proposed, the Final EIR provided that the project site is located in the City of Los Angeles and will be assembled from (1) land currently owned by the County of Los Angeles; (2) land currently owned by the City of Los Angeles, which is proposed to be transferred to the County; and (3) land currently held under private ownership which is also proposed to be transferred to the County.

### **Proposed Project Modifications**

The proposed project modifications are limited to an increase in the number of units from 345 to 355 (an addition of 10 units) and a decrease in visitor-serving retail space from 55,000 sq. ft. to 50,000 sq. ft. (a reduction of 5,000 sq. ft.). All other components of the approved project would remain the same as originally proposed. Building heights, project footprint, pedestrian circulation, and project access locations, as analyzed in the Final EIR, would remain unchanged.

With respect to the 20 percent affordable units, which total 71 units, the affordability mix is proposed to be amended from all being reserved for tenants at 80% AMI to a minimum of 20 affordable units for tenants at 60% AMI and a minimum of 51 affordable units at 80% AMI.

With respect to the property transactions necessary to complete the project, the negotiations have concluded on the terms to transfer the land currently owned by the City to the County for purposes of assembling the site in County ownership to be long term leased for the project. The County proposes to acquire title to City parcels for the project as well as easement rights for cultural center emergency access from the City in exchange for County surplus property and a payment of \$150,000 as negotiated by the Interim Chief Executive Officer of the County. The

described transfers of City property to the County are illustrated in the attached diagram (Attachment B: Vicinity Map).

### **Discussion of Impacts**

Sections 15162 and 15164 of the CEQA Guidelines state that an Addendum to a previously certified EIR shall be prepared for a project if the criteria and conditions summarized below are satisfied:

1. No Substantial Changes. There are no substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
2. No Substantial Changes in Circumstances. Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
3. No Substantial New Information. There is no new information of substantial importance which was not known or could not have been known at the time of the previous EIR that shows any of the following:
  - (A) The project will have one or more significant effects not discussed in the previous EIR;
  - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - (C) Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or
  - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Each of the above conditions is satisfied based on the following:

1. The proposed project modifications would not result in new significant environmental effects.
2. Circumstances and existing conditions surrounding the project site and study area have not changed from those depicted in the Final EIR.
3. Current proposed project modifications do not constitute substantial new information as defined in the CEQA Guidelines and would not result in additional significant impacts beyond those disclosed in the Final EIR, as further discussed below. Rather, all significant impacts that were identified in the Final EIR would remain the same or will continue to be mitigated. Additionally, the intent of the mitigation measures remains unchanged.

## Impact Assessment

The following discussion of impacts confirms that the proposed project modifications would not result in new or substantially more severe impacts, and that the certified Final EIR for the project has identified all impacts and mitigation measures associated with the project.

- **Aesthetics:** The proposed project modifications would not change the previously approved building heights and project footprint. The project would continue to (1) create a pedestrian-scale transition adjacent to the predominantly lower-scale buildings within the El Pueblo de Los Angeles Historic District and maximize the visual compatibility between the east and west sides of North Spring Street, (2) include a historic paseo designed to provide a full view of the Fort Moore Pioneer Memorial pylon from North Spring Street, and (3) implement the mitigation measures identified in the Final EIR to ensure that aesthetic and visual impacts would be reduced to less than significant. Therefore, no new aesthetic and visual impacts beyond those identified in the Final EIR would occur as a result of the proposed project modifications.
- **Air Quality:** The proposed project modifications would not change the construction methods, activities, and duration identified in the Final EIR. Construction of the project with the proposed modifications would continue to result in the exceedance of the South Coast Air Quality Management District's (SCAQMD) threshold for volatile organic compounds (VOC) during architectural coating activity. However, the project would continue to implement the mitigation measure identified in the Final EIR to reduce the regional emission of VOC below the SCAQMD threshold.

As discussed under Transportation and Traffic below, the proposed project modifications would result in the reduction in the number of daily and peak hour trips generated by the project. Therefore, no new emissions or air quality impacts beyond those identified in the Final EIR would occur as a result of the proposed project modifications.

The increase of 10 residential units as part of the proposed project modifications would place additional residents in close proximity to US-101, which is a heavy source of ultrafine particulate matter emissions. However, the project would continue to implement the mitigation measures identified in the Final EIR to reduce the exposure of residents to substantial pollutant concentrations to a less-than-significant level. Accordingly, no new impacts related to exposure of sensitive receptors to substantial pollutant concentrations beyond those identified in the Final EIR would occur as a result of the proposed project modifications.

- **Cultural Resources:** The proposed project modifications would not change the previously approved building heights or the footprint or depth of ground disturbance. As discussed under Aesthetics above, the project would continue to create a pedestrian-scale transition adjacent to the predominantly lower-scale buildings within the El Pueblo de Los Angeles Historic District and maximize the visual compatibility between the east and west sides of North Spring Street and include a historic paseo designed to provide a full view of the Fort Moore Pioneer Memorial pylon from North Spring Street. No new impacts to historic resources beyond those identified in the Final EIR would occur as a result of the proposed project modifications. Similarly, because the footprint or depth of ground disturbance would remain the same as previously analyzed, no new impacts to buried resources beyond those identified in the Final EIR would occur as a result of the proposed project modifications. The project would continue to implement the mitigation measures identified in the Final EIR to ensure that impacts to cultural resources remain less than significant.

- **Energy:** The proposed project modifications would not change the design of the project to incorporate relevant sustainability features as set forth in the County's Green Building Standards Code and achieve an equivalent of LEED™ Certification. The modified project would continue to incorporate energy-saving features into the building design, including energy-efficient heating and cooling systems, efficient lighting and lighting control systems, and Energy Star appliances. Therefore, no new energy impacts beyond those identified in the Final EIR would occur as a result of the proposed project modifications.
- **Geology and Soils:** The proposed project modifications would not change the design of the project and would continue to be subject to the same building requirements (e.g., State and local regulatory and code requirements) and mitigation measures identified in the Final EIR. Therefore, no new impacts related to geology and seismicity beyond those identified in the Final EIR would occur as a result of the proposed project modifications.
- **Greenhouse Gas Emissions (GHG):** The proposed project modifications would continue to promote pedestrian activity through the provision of a mix of transit-oriented uses and visitor-serving development on the project site and provide for new housing in proximity to jobs, transit, and commercial uses and also easy access to a freeway. These project features would continue to help reduce VMTs and encourage the use of alternative modes of transportation. In addition, the modified project would continue to be designed to be in conformance with the County's Green Buildings Standards Code. As discussed under Transportation and Traffic below, the proposed project modifications would result in the reduction in the number of daily and peak hour trips generated by the project. Therefore, no new GHG emissions beyond those identified in the Final EIR would occur as a result of the proposed project modifications.
- **Hazards and Hazardous Materials:** The proposed project modifications would not change the design of the project and would continue to be subject to the same regulatory requirements regarding hazardous materials acquisition, handling, use, storage, transport, and disposition as identified in the Final EIR. Therefore, no new impacts related to hazards and hazardous materials beyond those identified in the Final EIR would occur as a result of the proposed project modifications.
- **Hydrology and Water Quality:** The proposed project modifications would not change the design of the project and would continue to be subject to the same regulatory requirements regarding the County's Low Impact Development (LID) Ordinance, grading, erosion control, and stormwater management and mitigation measures identified in the Final EIR. Therefore, no new impacts related to hydrology and water quality beyond those identified in the Final EIR would occur as a result of the proposed project modifications.
- **Land Use and Planning:** The proposed project modifications would not change the types of uses that have been approved for the project site and would continue to be consistent with the goals, objectives and policies of the adopted regional plans and the County General Plan. No additional land use approvals regarding density and height or other provisions of the lease option specific to the site planning, design, parking requirements, open space, public access, extension of a paseo, and other development and operational components of the approved project would be required. Therefore, no new land use impacts beyond those identified in the Final EIR would occur as a result of the proposed project modifications.
- **Noise:** The proposed project modifications would not change the construction methods, activities, and duration identified in the Final EIR. As previously disclosed, construction of the approved project would result in significant unavoidable noise impact as construction

noise would exceed the City of Los Angeles' significance threshold of increasing existing ambient noise levels by 5 dBA or more at noise-sensitive uses to north, west, and east of the project site. Mitigation measures are proposed to address construction noise impact; however, no feasible mitigation measures were identified to reduce the significant impact to a less-than-significant level. Construction noise impacts associated with the modified project would remain significant and unavoidable; however, no new construction noise impacts beyond those identified in the Final EIR would occur as a result of the proposed project modifications.

As discussed under Transportation and Traffic below, the proposed project modifications would result in the reduction in the number of daily and peak hour trips generated by the project. Therefore, no new operational noise impacts beyond those identified in the Final EIR would occur as a result of the proposed project modifications.

- **Population, Housing, and Employment:** The proposed project modifications would result in an increase of 10 residential units, generating an additional 19 new residents on the project site for a total of 689 new residents; this increase would not change the growth (for both population and housing) percentage projections identified in the Final EIR. A reduction of 5,000 sq. ft. in retail space would result in a decrease of 14 jobs for a total of 146 employees; this reduction would not change the employment percentage projections identified in the Final EIR. Therefore, no new population, housing, and employment impacts beyond those identified in the Final EIR would occur as a result of the proposed project modifications.
- **Public Services:** The proposed project modifications would increase on-site population by 19 new residents. However, as previously disclosed, it is not anticipated that the increase in on-site population would affect the capacity or the ability of the Los Angeles Fire Department or the Los Angeles Police Department to adequately serve the project. As identified in the Final EIR, given that there are three fire stations in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times or other performance objectives for fire protection. Similarly, since the modified project would continue to incorporate security features to provide for the safety of on-site residents, employees, and visitors and provide full-time on-site security patrol, it is not anticipated that the modified project would create capacity or service level problems or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection.

Regarding impacts to schools, the increase in on-site population as a result of the proposed project modifications would add one elementary school student and one high school student to the student generation estimates identified in the Final EIR. The modified project would continue to be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial/industrial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities.

Regarding impacts to parks/recreation and libraries, the increase in on-site population as a result of the proposed project modifications would further exacerbate the demand for parks/recreation and library facilities. However, as previously disclosed, the proposed project would include a number of public and private open space areas and recreational amenities (e.g., swimming pool, lounging and barbecue areas, gymnasium/multi-purpose

rooms, bicycle parking and storage, etc.) that would reduce the demand for park space created by the proposed project. In addition, units within the new buildings would have internet access and the multi-purpose rooms provided by the project would alleviate some of the need for library services and resources. Since the modified project would continue to incorporate these project features, it is not anticipated that it would create new capacity or service level problems.

Accordingly, no new impacts related to public services beyond those identified in the Final EIR would occur as a result of the proposed project modifications.

- **Transportation and Traffic:** A more detailed evaluation of the potential traffic impacts of the proposed project modifications is included in Attachment A (Updated Project Trip Generation Study). The results of this traffic evaluation indicate that the proposed project modifications would reduce net trips generated by the project by 86 daily trips, 1 a.m. peak hour trip, and 7 p.m. peak hour trips when evaluating the impact of ten more dwelling units and the 5,000-square-foot reduction in retail space. Therefore, no new traffic impacts beyond those identified in the Final EIR would occur as a result of the proposed project modifications. The project would continue to implement the mitigation measures identified in the Final EIR to ensure that traffic impacts at the intersection of North Broadway and Cesar E. Chavez Avenue would remain less than significant.
- **Utilities and Service Systems:** The proposed project modifications would slightly change the utility calculations prepared in the Final EIR due to the increase in residential units and the decrease in retail space. Table 1 presents the comparison and net change related to wastewater generation, water consumption, energy consumption, and solid waste generation between the approved project and the modified project.

TABLE 1: COMPARISON OF UTILITY CALCULATIONS			
Utility	Approved Project	Modified Project	Net Change
Wastewater Generation	62,738 gallons/day	63,354 gallons/day	616 gallons per day (>1% increase)
Water Consumption	123,003 gallons/day	124,277 gallons/day	1,274 gallons per day (~1% increase)
Electricity Consumption	1,923,541 kWh/year	1,873,927 kWh/year	(49,614) kWh/year (2.6% decrease)
Natural Gas Consumption	2,361,555 cubic feet/year	2,409,755 cubic feet/year	48,200 cubic feet/year (2% increase)
Solid Waste Generation	1,067 pounds/day	1,061 pounds/day	6 pounds per day (>1% increase)
SOURCE: TAHA, 2015.			

These changes in utility usage/demand are not anticipated to create any system/facility capacity issues and would not measurably change the projections presented in the Final EIR. In addition, the modified project would continue to incorporate relevant sustainability features as set forth in the County's Green Building Standards Code to achieve an equivalent of LEED™ Certification, high-efficiency and water saving features, and energy-saving features into the building design to reduce usage/demand for public utilities. Therefore, no new impacts related to utilities and service systems beyond those identified in the Final EIR would occur as a result of the proposed project modifications.

### **Effects Determined Not to Be Significant**

In the preparation of the Final EIR, certain CEQA topic areas were not discussed because these effects were considered not significant or not expected to occur. These topic areas included the following:

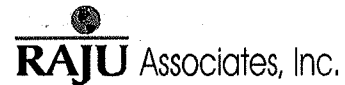
- Aesthetics (Views from a Regional Hiking Trail)
- Agricultural/Forest Resources
- Air Quality (Odors)
- Biological Resources
- Geology and Soils (On-site Wastewater Treatment Systems)
- Hazards and Hazardous Materials (Airport/Airstrip, Emergency Response/Evacuation Plans, Fire Hazard)
- Hydrology (Drainage Patterns, Vector Control, Pollutant Discharges, Flooding, and Inundation)
- Land Use (Division of an Established Community)
- Mineral Resources
- Population and Housing (Displacement)
- Recreation (Regional Open Space)
- Transportation and Traffic (Air Traffic Patterns)

The current proposed project modifications would not result in the need to revisit or address these topic areas. The physical and environmental circumstances under which the proposed project modifications would be implemented have not substantially changed since the preparation of the Final EIR. Similar to the Final EIR, they are not addressed in this Addendum.

### **Conclusion**

Based on the discussion of impacts identified above, the proposed project modifications would not result in any of the factors in CEQA Guidelines 15162 and 15164 that would trigger more than an Addendum to describe the minor refinements and modifications to the previously approved project. This Addendum satisfies CEQA requirements by disclosing the changes and additions to the project, determining if substantial changes have occurred with respect to circumstances, and whether any new information of substantial importance has led to new significant impacts or a substantial increase in the severity of previously identified impacts. The proposed project modifications would remain consistent with the findings in the Final EIR, and mitigation measures identified in the FEIR would mitigate any impacts of the proposed project modifications. An Addendum to the previously certified Final EIR is the appropriate form of documentation to comply with CEQA.

**ATTACHMENT A**  
**UPDATED PROJECT TRIP GENERATION STUDY**



505 E. Colorado Blvd.  
Suite 202  
Pasadena, CA 91101  
Voice: (626) 792-2700  
Fax: (626) 792-2772

## TECHNICAL MEMORANDUM

**TO:** Mr. Jim Anderson, Sr. Vice President  
Ms. Christina Lee, Development Manager  
Trammell Crow Company

**FROM:** Srinath Raju, P.E.  
Chris Munoz

**SUBJECT:** La Plaza De Cultura Mixed-Use Project  
Updated Project Trip Generation Study

**DATE:** February 14, 2015

**REF:** RA472

---

This memorandum briefly details the results of an evaluation of potential effects of the currently proposed mix of uses within the La Plaza De Cultura Project Site located on two parcels at 527 N. Spring Street and 555 N. Broadway in the Central City community of the City of Los Angeles, CA.

A description of the original Proposed Project as well as the currently updated option for the Proposed Project uses is provided in this memo. Following the description of changes to the Proposed Project, an evaluation of the comparison of trip generation characteristics between the two are provided.

### Original Proposed Project:

The Original approved Proposed Project for the La Plaza De Cultura Mixed Use Project Site including both parcels consisted of the following mix of uses:

Residential Dwelling Units: 345 units

Retail Use: 23,000 sf

Specialty Retail Use: 21,000 sf

Restaurant Use: 11,000 sf

### **Currently Updated Proposed Project Option**

The currently updated Proposed Project option for the La Plaza De Cultura Mixed Use Project Site within both parcels includes the following mix of uses:

Residential Dwelling Units: 355 units

Retail Use: 23,000 sf

Specialty Retail Use: 16,000 sf

Restaurant Use: 11,000 sf

It can be observed that the currently updated Proposed Project option differs from the Original approved Proposed Project by 10 additional dwelling units replacing 5,000 sf of specialty retail uses. All other assumptions relative to access and egress to and from the site and parking provisions for each of the parcels are consistent with the details from the original approved Proposed Project description.

This study examines the trip generation estimates for the Original approved Proposed Project and compares the same to the trip generation estimates developed for the currently updated Proposed Project option with the minor change to the mix of uses.

### **TRIP GENERATION ESTIMATES**

Table 1 presents the various uses for the original approved Proposed Project and their associated trip generation estimates prepared using the latest trip generation equations and rates from ITE's Trip Generation, 9th Edition and the Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, SANDAG, April 2002, consistent with the requirements and guidelines provided by the City of Los Angeles Department of Transportation (LADOT). It can be observed from Table 1 that the Proposed Project generated 3,585 daily trips of which 167 trips occurred in the morning (A.M.) peak hour and 320 trips occurred during the evening (P.M.) peak hour.

Table 2 presents the various updated uses for the Proposed Project and their associated trip generation estimates using the trip generation same rates and equations consistent with LADOT

requirements and guidelines. It can be observed from Table 2 that the currently updated Proposed Project is estimated to generate 3,499 daily trips of which 166 trips occur in the morning (A.M.) peak hour and 313 trips occur in the evening (P.M.) peak hour.

Table 3 presents a comparison of the trip generation of the original Proposed Project and the currently updated Proposed Project option and the result net changes to the daily, A.M. and P.M. peak hour trip generation.

## **EVALUATION AND CONCLUSIONS**

An examination of the trip generation characteristics of the original and currently approved Proposed Project option reveals that the currently updated Proposed Project option is estimated to generate 86 less trips on a daily basis, 1 trip less in the A.M. peak hour and 7 trips less in the P.M. peak hour.

Given that the net change in trip generation for the currently updated Proposed Project option is equal to or less than that of the Original Proposed Project, it can be concluded that there would be no change in the traffic impact and mitigation conclusions described in detail in the Original Traffic Study titled *La Plaza De Cultura Mixed Use Project Traffic Study*, prepared by Raju Associates, Inc. The currently updated Proposed Project will result in the same traffic conditions and consequently, the traffic impacts and mitigations as those for the Original Proposed Project described in the above-mentioned Traffic Study and that no further analysis is necessary.

**TABLE 1**  
**ESTIMATED WEEKDAY PROJECT TRIP GENERATION (FROM ORIGINAL TRAFFIC STUDY)**

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<b>Proposed Project - Block A</b>								
Apartment [1]	119 d.u.	764	12	48	60	47	25	72
Retail [2]	15,000 s.f.	1,704	26	16	42	70	76	146
Specialty Retail	11,000 s.f.	440	8	5	13	20	20	40
Restaurant	9,000 s.f.	810	4	3	7	45	22	67
Project Trip Generation Total - Less (20%) Transit Trips		2,974	40	58	98	146	114	260
*Internal Capture/Walk (10%) Trips		(297)	(5)	(5)	(10)	(13)	(13)	(26)
**Retail - Pass-By (50%) Trips		(613)	(8)	(7)	(15)	(27)	(26)	(53)
**Specialty Retail - Pass-By (10%) Trips		(32)	(1)	0	(1)	(2)	(1)	(3)
**Restaurant - Pass-By (10%) Trips		(58)	0	0	0	(3)	(2)	(5)
Block A - Project Trip Generation Total (Net)		1,974	26	46	72	101	72	173
<b>Proposed Project - Block B</b>								
Apartment [1]	226 d.u.	1,450	23	90	113	88	47	135
Retail [2]	8,000 s.f.	909	14	8	22	38	40	78
Specialty Retail	10,000 s.f.	400	7	5	12	18	18	36
Restaurant	2,000 s.f.	180	1	1	2	10	5	15
Project Trip Generation Total - Less (20%) Transit Trips		2,351	36	83	119	123	88	211
*Internal Capture/Walk (10%) Trips		(235)	(6)	(6)	(12)	(11)	(10)	(21)
**Retail - Pass-By (50%) Trips		(327)	(4)	(4)	(8)	(14)	(14)	(28)
**Specialty Retail - Pass-By (10%) Trips		(29)	(1)	0	(1)	(2)	(1)	(3)
**Restaurant - Pass-By (10%) Trips		(13)	0	0	0	(1)	0	(1)
<b>Existing Use (to be removed)</b>								
Specialty Retail	(2,000) s.f.	(80)	(1)	(1)	(2)	(4)	(3)	(7)
Quality Restaurant	(1,000) s.f.	(90)	(1)	0	(1)	(5)	(2)	(7)
Existing Uses Trip Generation Total - Less (20%) Transit Trips		(136)	(2)	(1)	(3)	(7)	(4)	(11)
Block B - Project Trip Generation Total (Net)		1,611	23	72	95	88	59	147
Overall Project Trip Generation Total (Net)		3,585	49	118	167	189	131	320
<b>Trip Rates [3]</b>								
Apartment (ITE Land Use 220)	Trips per d.u.	[4]	20%	80%	[4]	65%	35%	[4]
Retail/Shopping Center (ITE Land Use 820)	Trips per 1,000 s.f.	[5]	62%	38%	[5]	48%	52%	[5]
Quality Restaurant (ITE Land Use 931)	Trips per 1,000 s.f.	89.95	50%	50%	0.81	67%	33%	7.49
Specialty Retail (SANDAG Land Use) [6]	Trips per 1,000 s.f.	40.00	60%	40%	[7]	50%	50%	[7]

\* Internal capture/walk trips determined after reduction of transit trips.

\*\* Pass-by trips determined after reduction of transit and internal capture trips.

[1] Trip generation estimates for residential use calculated using effective trip generation rate of the overall dwelling units (345 d.u.).

[2] Trip generation estimates for retail use calculated using effective trip generation rate of the overall retail (23,000 s.f.).

[3] Trip Generation Manual, 9th Edition, ITE 2012, unless otherwise noted.

[4] Trip generation rates for apartment was calculated using the following equations:

Daily:	$T = 6.06 (X) + 123.56$	Where:
AM Peak Hour:	$T = 0.49 (X) + 3.73$	$T =$ Two-way volume of traffic (total trip-ends)
PM Peak Hour:	$T = 0.55 (X) + 17.65$	$X =$ Number of dwelling units

[5] Trip generation for retail/shopping center was calculated using the following formulas:

Daily:	$\ln(T) = 0.65 \ln(X) + 5.83$	Where:
AM Peak Hour:	$\ln(T) = 0.61 \ln(X) + 2.24$	$\ln =$ Natural logarithm
PM Peak Hour:	$\ln(T) = 0.67 \ln(X) + 3.31$	$T =$ Two-way volume of traffic (total trip-ends)
		$X =$ Area in 1,000 square feet of gross leasable area

[6] Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, SANDAG, April 2002

[7] AM peak hour is 3% of Daily Trips. PM peak hour is 9% of Daily Trips.

**TABLE 2**  
**ESTIMATED WEEKDAY PROJECT TRIP GENERATION (Additional 10 d.u. less 5,000 sf specialty retail)**

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<b>Proposed Project - Block A</b>								
Apartment [1]	129 d.u.	827	13	52	65	50	27	77
Retail [2]	15,000 s.f.	1,704	26	16	42	70	76	146
Specialty Retail	6,000 s.f.	240	4	3	7	11	11	22
Restaurant	9,000 s.f.	810	4	3	7	45	22	67
Project Trip Generation Total - Less (20%) Transit Trips		2,865	38	59	97	141	109	250
*Internal Capture/Walk (10%) Trips		(287)	(5)	(5)	(10)	(13)	(12)	(25)
**Retail - Pass-By (50%) Trips		(613)	(8)	(7)	(15)	(27)	(26)	(53)
**Specialty Retail - Pass-By (10%) Trips		(17)	(1)	0	(1)	(1)	(1)	(2)
**Restaurant - Pass-By (10%) Trips		(58)	0	0	0	(3)	(2)	(5)
Block A - Project Trip Generation Total (Net)		1,890	24	47	71	97	68	165
<b>Proposed Project - Block B</b>								
Apartment [1]	226 d.u.	1,448	23	90	113	88	48	136
Retail [2]	8,000 s.f.	909	14	8	22	38	40	78
Specialty Retail	10,000 s.f.	400	7	5	12	18	18	36
Restaurant	2,000 s.f.	180	1	1	2	10	5	15
Project Trip Generation Total - Less (20%) Transit Trips		2,349	36	83	119	123	89	212
*Internal Capture/Walk (10%) Trips		(235)	(6)	(6)	(12)	(11)	(10)	(21)
**Retail - Pass-By (50%) Trips		(327)	(4)	(4)	(8)	(14)	(14)	(28)
**Specialty Retail - Pass-By (10%) Trips		(29)	(1)	0	(1)	(2)	(1)	(3)
**Restaurant - Pass-By (10%) Trips		(13)	0	0	0	(1)	0	(1)
<b>Existing Use (to be removed)</b>								
Specialty Retail	(2,000) s.f.	(80)	(1)	(1)	(2)	(4)	(3)	(7)
Quality Restaurant	(1,000) s.f.	(90)	(1)	0	(1)	(5)	(2)	(7)
Existing Uses Trip Generation Total - Less (20%) Transit Trips		(136)	(2)	(1)	(3)	(7)	(4)	(11)
Block B - Project Trip Generation Total (Net)		1,609	23	72	95	88	60	148
Overall Project Trip Generation Total (Net)		3,499	47	119	166	185	128	313
<b>Trip Rates [3]</b>								
Apartment (ITE Land Use 220)	Trips per d.u.	[4]	20%	80%	[4]	65%	35%	[4]
Retail/Shopping Center (ITE Land Use 820)	Trips per 1,000 s.f.	[5]	62%	38%	[5]	48%	52%	[5]
Quality Restaurant (ITE Land Use 931)	Trips per 1,000 s.f.	89.95	50%	50%	0.81	67%	33%	7.49
Specialty Retail (SANDAG Land Use) [6]	Trips per 1,000 s.f.	40.00	60%	40%	[7]	50%	50%	[7]

\* Internal capture/walk trips determined after reduction of transit trips.

\*\* Pass-by trips determined after reduction of transit and internal capture trips.

[1] Trip generation estimates for residential use calculated using effective trip generation rate of the overall dwelling units (345 d.u.).

[2] Trip generation estimates for retail use calculated using effective trip generation rate of the overall retail (23,000 s.f.).

[3] Trip Generation Manual, 9th Edition, ITE 2012, unless otherwise noted.

[4] Trip generation rates for apartment was calculated using the following equations:

$$\begin{aligned} \text{Daily: } T &= 6.06 (X) + 123.56 \\ \text{AM Peak Hour: } T &= 0.49 (X) + 3.73 \\ \text{PM Peak Hour: } T &= 0.55 (X) + 17.65 \end{aligned}$$

$$\begin{aligned} \text{Where: } T &= \text{Two-way volume of traffic (total trip-ends)} \\ X &= \text{Number of dwelling units} \end{aligned}$$

[5] Trip generation for retail/shopping center was calculated using the following formulas:

$$\begin{aligned} \text{Daily: } \ln(T) &= 0.65 \ln(X) + 5.83 \\ \text{AM Peak Hour: } \ln(T) &= 0.61 \ln(X) + 2.24 \\ \text{PM Peak Hour: } \ln(T) &= 0.67 \ln(X) + 3.31 \end{aligned}$$

$$\begin{aligned} \text{Where: } \ln &= \text{Natural logarithm} \\ T &= \text{Two-way volume of traffic (total trip-ends)} \\ X &= \text{Area in 1,000 square feet of gross leasable area} \end{aligned}$$

[6] Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, SANDAG, April 2002

[7] AM peak hour is 3% of Daily Trips. PM peak hour is 9% of Daily Trips.

TABLE 3  
TRIP GENERATION SUMMARY

	Daily	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
A. Original Proposed Project - Net Trip Generation Total	3,585	49	118	167	189	131	320
B. Proposed Project - Additional 10 d.u less 5 ksf specialty retail Net Trip Generation Total	3,499	47	119	166	185	128	313
Difference in Net Trip Generation (B-A)	(86)	(2)	1	(1)	(4)	(3)	(7)

# **ATTACHMENT B**

## **VICINITY MAP**

**PROJECT SITE**

County Property to be exchanged with the City.

City Property to be sold to County for \$150K.

Republic St. to be vacated and easement granted to the County.

County Property to be exchanged with the City.

City Property to be sold to County for \$150K.

Republic St. to be vacated and easement granted to the County.

### **Term Sheet: Revisions to La Plaza Cultura Village Project Approvals**

1. Total number of residential units increases by 10, from 345 to 355.
2. Twenty percent (20%) of the total residential units (or a minimum of 71 units) must be designated as affordable units. Out of such 71 affordable units, 20 units will be reserved for tenants with incomes no greater than 60% AMI and 51 units will be reserved for tenants with incomes no greater than 80% AMI. All 71 affordable units will be subject to affordability covenants that will run for the term of the Sublease.
3. Prior to Construction Commencement, Sublessee will make a one-time contribution in the amount of Thirty Thousand Dollars (\$30,000.00) to the Los Angeles Homeless Services Authority (LAHSA), which will be utilized for homeless outreach, assistance, and relocation pursuant to a plan to be approved by the La Plaza Homeless Taskforce and implemented by LAHSA or their designee, provided that such funds shall be prioritized for the homeless population immediately adjacent to the Project site.
4. Section 7.6 of the Sublease shall be revised to clarify that in addition to "destination retail", the Project must include a balance of "neighborhood serving retail". The obligation to provide "neighborhood serving retail" will also be incorporated into the Master Lease. The Foundation shall be responsible for providing the Monthly Leasing Reports to the Community Development Commission (CDC) to demonstrate its compliance with this obligation. Commercially reasonable best efforts must be utilized to achieve the desired tenant mix. If through its annual monitoring CDC determines that the desired tenant mix is not achieved, Sublessee and the Foundation shall be obligated to utilize commercially reasonable best efforts to achieve such mix by the following annual review by CDC.
5. Retail space is reduced from 55,000 square feet to 50,000 square feet.
6. During construction of the Project, Sublessee will require that construction employers have a goal to achieve 30% local hire and 10% disadvantaged worker hire, with priority given to community employment area (2 mile radius) residents. A disadvantaged worker is someone who, prior to working on the project, meets at least one of the following barriers to employment: (a) is homeless; (b) is a custodial single parent; (c) receives public assistance; (d) lacks a GED or high school diploma; (e) has a criminal record or involvement with criminal justice system; (f) has experienced chronic unemployment; (g) is emancipated from foster care; (h) is a veteran of the Iraq/Afghan war; or (i) is a job trainee with less than 15% of the hours required to graduate from or advance within his or her job training program. Commercially reasonable best efforts must be utilized to achieve this goal.
7. Sublessee will be deemed to have used commercially reasonable best efforts to satisfy the hiring goals set forth in Section 6 of this Term Sheet if, the Project maintains a local hire tracking system and contracts with PV Jobs or another similar qualified agency to develop an outreach strategy for local residents, disadvantaged workers, and job trainees (which may include a combination of targeted job postings, job fairs, or similar outreach efforts), with quarterly reports delivered to the Foundation with the results of such efforts. The Foundation shall promptly deliver copies of such reports to the CDC. If the hiring goals set forth in Section 6 of this Term Sheet are not achieved during any reporting period, Sublessee shall be obligated to utilize commercially reasonable

best efforts to collaborate with construction employers to achieve such goals during the following reporting period.

8. During construction of the Project Sublessee shall utilize commercially reasonable best efforts to utilize job training programs to maximize the number of job trainees hired for the Project, with the goal that 30% of such job trainees consist of local residents. In addition, Sublessee will provide a training program to train no less than fifteen (15) transitional employees from Homeboy Industries or another similar qualified transitional employment organization for entry-level construction employment opportunities.

9. During the term of the Master Lease, the Foundation will require that all employers onsite have a goal of paying all employees no less than the City of Los Angeles (City) living wage and to achieve 30% local hire and 10% disadvantaged worker hire. Sublessee shall include these hiring goals in its leasing and marketing plan for the Project and require tenants to utilize commercially reasonable best efforts to achieve such goals. Sublessee shall deliver quarterly reports to the Foundation regarding the results of such efforts. The Foundation shall promptly deliver such reports to CDC. If the goals set forth in this Section 9 are not achieved during any reporting period, the Foundation and Sublessee shall utilize commercially reasonable best efforts to achieve such goals during the following reporting period.

10. CDC shall monitor compliance with regard to the following requirements:  
(a) affordable housing  
(b) tenant retail mix  
(c) hiring goals and requirements, including local hire and hiring of transitional employees  
(d) payment of living and prevailing wages

The cost for CDC's monitoring of the above goals and requirements shall be borne by the Foundation, provided that such costs shall not exceed a \$13,300 one-time initial fee and \$700 monitoring fee per year (increasing with CPI) plus a full audit fee of \$1300 every three years (increasing with CPI) for the duration of the Project. The frequency of monitoring activities shall be determined by CDC in its reasonable discretion.

11. Lease payment to the Foundation changed from 8% to 7.62%, as agreed upon by the Foundation Board.

12. Acquisition of title to City parcels included in and necessary for the Project together with an easement for cultural center emergency access from the City are conditioned on a swap for County surplus property, as negotiated by the Interim CEO, in addition to payment of the previously approved amount of One Hundred Fifty Thousand Dollars (\$150,000). As a condition to this land swap, Foundation and Sublessee shall comply with the City requirement to provide no less than 163 living wage permanent jobs on-site at the Project, and that such requirement be evidenced through a covenant recorded against the Project site.

13. County will utilize commercially reasonable good faith efforts to expedite necessary approvals for the Project, as revised by this Term Sheet.